



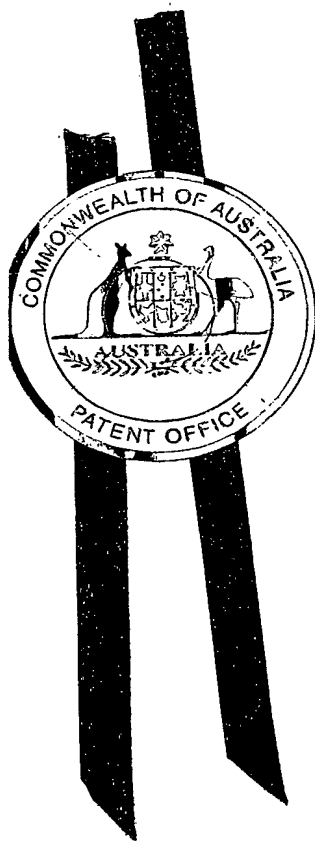
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Patent Office  
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I, JULIE BILLINGSLEY, TEAM LEADER EXAMINATION SUPPORT AND SALES hereby certify that annexed is a true copy of the Provisional specification in connection with Application No. PS 1759 for a patent by LANCE ALBERT LUNSON as filed on 17 April 2002.



WITNESS my hand this  
Twenty-eighth day of April 2003

*J Billingsley*

JULIE BILLINGSLEY  
TEAM LEADER EXAMINATION  
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SLIDING MOUNT FOR MOTORHOLE TO  
VEHICLE ATTACHMENT PAGE 1 OF 5

The purpose of this attachment is to primarily allow for the coupling of a motor home to the prime mover in as rigid a manner as if it were built direct on the vehicle chassis but to allow the accommodation section to be easily removed so that the vehicle can be used for transport or other purposes without the encumbrance of an attached van.

The attachment could also be fitted to a tray body & fitted to the prime mover when the motor home is not required, allowing the vehicle to be used for every day requirements. therefore one vehicle only is required for recreational use, transport & can also be used for other practical every day services.

Part A is attached to the vehicle chassis  
 i.e. \* Single cab onto chassis  
 \* Dual cab onto chassis

Part B is attached to the underside  
 front of the accommodation section  
 or a onto body depending on the  
 immediate requirements.

The male guide rails of part A  
 are tapered top & bottom & of this  
 width to allow interference free  
 coupling of the two sections. The rear  
 tips (small end) of part A are also curved  
 in towards the centre to assist entry  
 & also for the strike plate on the  
 large end of part B to rest.

The female guide rails of part B are  
 tapered to conform to part A & are  
 flared out on the front (LARGE END) to  
 assist entry.

The top, bottom & outside edges  
 of part B will have an attached  
 teflon coating to assist with the  
 smooth joining of the two sections

as well as an anti-rattle measure  
A strike plate will be fitted  
at the foot of part B to allow the  
foot of part B & the rear of part A  
to be easily positioned at the  
correct height before entry.

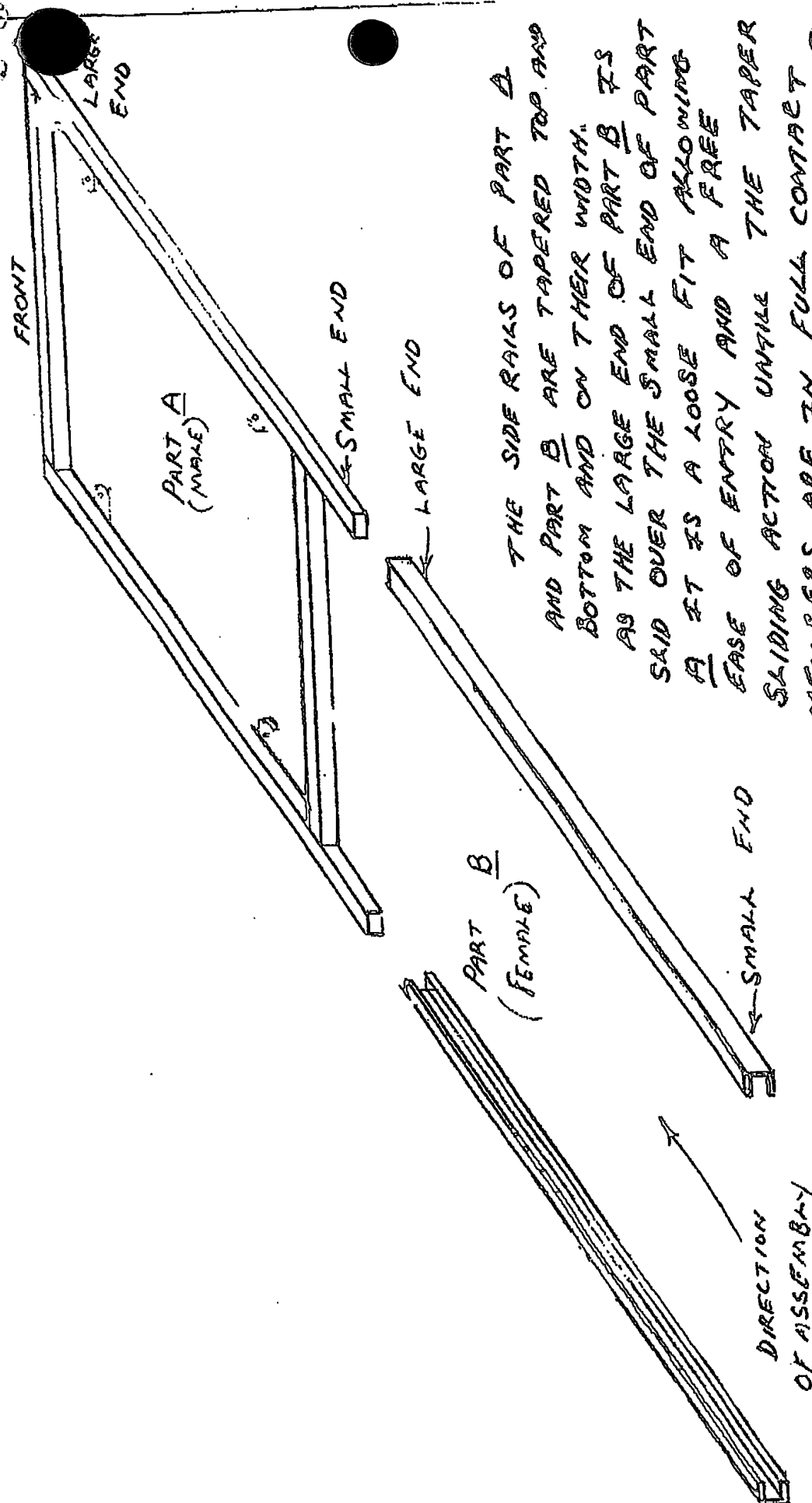
The van will have an axle assembly  
attached which will be close to  
the rear wheel of the vehicle when  
attached, this adds stability & load  
carrying capacity without affecting  
vehicle control. The axle assembly  
also support the rear of the accommodation  
unit when removed from the vehicle.

The front of the accommodation  
unit will have hydraulically contro-  
lled legs which will extend to  
allow the locking mechanism on the  
mounting attachment to be released  
& the vehicle driven away.

PAGE 4 of 5

When the vehicle & accommodation unit are in the fully connected position the initial locking mechanism will engage automatically & the final lock will be of manual operation.

The brake on the accommodation section will be locked or until the available power is connected & the hydraulic legs retracted, also the manual lock engagement will be wired into the brake release.



THE SIDE RAILS OF PART A AND PART B ARE TAPERED TOP AND BOTTOM AND ON THEIR WIDTH. AS THE LARGE END OF PART B IS SKID OVER THE SMALL END OF PART A IT IS A LOOSE FIT ALLOWING EASE OF ENTRY AND A FREE SLIDING ACTION UNTIL THE TAPER MEMBERS ARE IN FULL CONTACT IN THE FULLY ENGAGED POSITIONS AT WHICH POINT THE TWO SECTIONS BECOME RIGID AND A SOLID PART OF THE VEHICLE